



Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- Access to trail at intersection of E. Lake Sammamish Parkway & Place SE is only option in this section
- If trail aligned along rail bed, there's concern about limited emergency vehicle access

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- No amenities are appropriate

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- Concerned that public parking will eliminate on-street parking options for area home owners

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- Concerns about safety at crossing points—cars travel so fast along E. Lake Sammamish Parkway
- Safety issues are compounded by large numbers of driveways that bisect the trail
- Some driveways entries/exits along E. Lake Sammamish Place SE have zero visibility
- Concerns about stacking and backups on E. Lake Sammamish Parkway
- Lower speed limits along E. Lake Sammamish Parkway for safer crossing points

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- Vehicles should have right-of-way

The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- No garbage cans along trail—keep them at major access points only
- No water available in this section due to water moratorium
- Install public telephone



Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- None noted

What special considerations should be given to locating amenities along this section of the trail?

- None noted

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- Pedestrians and non-motorized wheeled activities OK
- No horses

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted

To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Fencing is a possibility
- Some sort of delineation/buffer is needed for privacy

Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- Red Team #1 suggests that trail be moved up to E. Lake Sammamish Place SE—however, Red Team #2 concerned about safety, traffic, narrowness of roadway, and parking, and the fact that some homes are only 15 feet from the roadway
- E. Lake Sammamish Place SE would have to be widened to accommodate the trail, but in some places that would be impossible due to steep slopes, storm water drains, etc.
- There is no room for street, trail AND parking



East Lake Sammamish Trail
March 29, 2000 Neighborhood Workshop
Red Team #2 Notes
Figure 6 and 7 maps

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- None noted

General Comments

- If E. Lake Sammamish Place SE was turned into a one-way road—as participants suggest—there is concern about emergency vehicle access, mail delivery, etc.
- It's "rail to trail" not "road to trail"